THE FRIEND OF CLEVELAND WHO His Life from Boyhood in the Country to His Development as a Practical Politician
-Admired and Tranted by Tilden, Man-ning, and Cleveland-Ris Work in Town.

It has been often said, and never contradicted, that Grover Cleveland's former private secretary, Mr. Lamont, is to be Secretary of War under the next Democratic order of things in Washington. A sketch of his life to the present time will therefore be of interest. Daniel Scott Lamont his parents named him. the middle name being that of his mother's family. He is their only child, and was born at Cortlandville, Cortland county, in this State. He is now 41 years old. His father, John B. Lamont, and his mother, Elizabeth, Scott, are still living—at McGrawville, in Cortland county. During thirty-five years, and until his recent retirement with a modest bank account the elder Lamont was a country storekeeper at McGrawville, which is a tidy and prosperous little bunch of houses containing 1,000 persons, situated in a rich dairy region. The locality had some storisty thirty years ago as the seat of a school known as the New York Central College, which was established by Gerrit Smith and other abolitionists for the education of

black and white boys and girls. Mr. Lamont is a politician of high degree and great enthusiasm, and yet he is fond of saying that the work he is proudest of, at least since he became a New York city man, was that of changing public sentiment concerning the street railroad corporations. Hav-ing become the associate of Messrs. Whitney and Payne and the others in the Metropolitan Traction Company, he found that it was scarcely a reputable thing to be connected with a street railroad. He took up that connection close upon the scandal over Jake Sharp's methods, and the people of the city had long suffered a great deal of abuse from street railways in addition to the scandals and the discomfort they bred. The railway companies often disregarded public and private rights and forfeited popular respect. The first thing that Mr. Lamont aimed at was to have the company he was connected with perform whateve it agreed to, to have the taxes paid without delay er complaint to have the bothersome and destructive T rails taken out and replaced with grooved rails. In all these changes and others he knew he could confidently sount upon the warm and active support of Mr. Whitney. The cars were replaced by bet-ter ones, or when good ones were retained they were cleaned and kept clean. More cars run on schedules that benefited the public. distinguished the new service, and passengers were transferred from any one road to any other road in the combination for one fare. This in time changed the public sentiment

regarding these corporations, and the new re-gard that was developed for the roads enabled the great new corporation to procure without opposition whatever changes in legislation looked toward the consolidation and extensions of the properties that were bought by the syndicate. The improvements in the service, the change in the personnel of the companies, and the determination to keep abreast of public sentiment and make common cause with the people put the syndicate in such an unexampled position that on the day following the application for the right to make the radical change of cable for horse

seventies, and the destraination to keep more assess with the poole put the syndrome cases with the poole put the syndrome case of the poole of the water of the put the syndrome case of the put the syndrome case

stions with hit. Maning the was owing to their fancy for one another that Mr. Manning in duced Lamont to take an interest in the Aisony Aryna. That was in 1877. Mr. Lamont interest in the Aisony Aryna. That was in 1877. Mr. Lamont interest in the Aisony Aryna. That was in 1877. Mr. Lamont the proper that the continually extended his not interest of the paper.

Lamont din not motificate a until no one in the State knew half so many as he. In Albany at the Califol. And in the logislative had a national sequential continually extended his acquaintance with politicians until no one in the State knew half so many as he. In Albany at the Califol. And in the logislative had an any journeys he made all over the State for Mr. Hidden, he gradually became acquainted with every leader and leading licuteman; in every one of the thousands of school districts in the State. Being asked at one time if this was true, he replied that It was only half true, as but the State.

This indicates the bent of his mind. Men were ever to him as Hamlet might have said, a pine for Lamont's linger to sound what state.

This indicates the lead to the licuteman through the state was the leader to sound what were ever to him as Hamlet might have said, and keeping licuteman licuteman

AN ANCIENT MEETING HOUSE.

THE OLD METHODIST EPISCOPAL CHURCH ON DUANE STREET.

Here Maggie Mitchell and Theodore Tilton, "The" and "Wes" Allen, and Other Persous of Subsequent Celebrity Attended Sunday School-Jolly Presiding Elder " Daddy" Rice and the Severe Antiquated Notions of His Congregation-The Epoch of the Bass Viol in the Choir.

the old citizen, reminiscently, "were spent in the old Duane Street Methodist Church, and my pleasantest memories cling round the picture in my mind of the unimposing stone edifice once located in Duane street, just west of Hudson, on the south side of the street.
"It was a big barn of a looking house which a church, with walls some five feet thick.

noone in these days would ever think of calling formed of rough-hown gray stone thoroughly embedded in cement and built to last for ages. You will find just such another built church in the Episcopal Seminary grounds in Chelsea Park, Twentieth and Twenty-first streets and Ninth and Tenth avenues, which will compare favorably with the older church which disappeared from Duane street many years ago.
"Old Duane Street Church was one of the firs

Methodist Episcopal churches erected in this country, but not the first one built in this city, for the John Street Church was the first. But it was the first church edifice of large dimensions of the Methodist persuasion in the United States, and the second of its denomination in this city. It remained as it was origi-

and it had the advantage of the John street midtle, for the present suiting is the third and it had the advantage of the John street midtle, for the present suiting is the third with the high the high

when they were old enough they did 'go it' with a vengreance, as time has shown. Yet it would be interesting to know what were their impressions about 'Poppy' Halleck, the leader of one 'Amen corner,' who was given to shouting and amen-ing, and was never known to put a copper in the plate, and what they thought of little Tommy Newell, the carpenter, leader in the other 'Amen corner,' whose powerful lungs startled everyoody with his shouts of 'Hallelujah,' whose religious fervor had to go for his portion of the minister's subsistence and who interlarded his frequent prayers, or, rather, prayer—for he had but one stereotyped one—with 'als.' I would not be surprised to learn that from their gloomy cells in Sing Sing prison those two Allen boys looked back to the gloomier room in the basement of the old church when they felt the forebodings of coming harm in their evil lives, and that, in those earlier days they imagined the occupants of the whitewashed vaults coming out and pointing their bony ingers at them in like manner as the world now stands forth and points the linger of corn and cries shame upon them. I suppose they were without the power of resistance bestowed upon me, which manifested itself when I was tempted to grate the pennies on the plate, or they never would have taken other people's money and goods. It would be gratifying to know what they thought of me.

"When my mother lired attended the old church she lived with his brother, Stephen S, on the other side of the city. They were married in the old church, and that is the way I came to be a scholar in the Sunday school and hearid all the talk about the church.

"Not half a century ago there presided over the Methodist district in which the church was located, a Presiding Elder named Phineas Rice, or Daddy' Rice as he was familiarly but not irreverently called behind his back. He was a preacher of great experience, a thoroughly good and religious man, and a natural born with his sermon utterly unconscious of what he had done.

"It may be imagined tha "Some of the happlest days of my life," said

AN INTELLIGENT BEETLE.

It Would Come at the Sound of Its Captor's Voice and Would Careas Her.

Something over a year since a young lady of my acquaintance had an experience with a boetle, which, I think, showed a very marked degree of intelligence in the insect, and, as such instances are somewhat rare. I venture to send you an account of it.

This beetle was a specimen of Peliduota penciata Linn, which was given to her in September. At first she kept it in a small box, feeding it with grass, leaves, and small pieces of fruits, such as peaches, pears, &c. Occasionally she would give it a drop of water to sip. It would sometimes bite a little out of a leaf, would eat the fruits, and would take water cagerly. I rom Science.

somally she would give it a grop of water to size. It would eat the fruits, and would take water cargerly.

From the first she would take the insect in her lingers several times a day and stroke or cargerly.

From the first she would take the insect in her lingers several times a day and stroke or carges it, also putting it to her lips and talking to it all the while she handled it. When she put it to her lips it would brush list antenne over them with a gentle, caressing motion.

When she left her room she would shut the "buggie" up in its hox. One day, about two weeks after she received it, she was called out suddenly and neglected this precaution. She was absent a considerable length of time, and when she returned the insect was not in its box nor anythere to be seen. Fearing that she might injure it she stood still and called "buggie, buggie," when it came crawling from its retreat toward her.

After this, she would frequently leave it free in the room when she went out, and when she returned, if the insect was not in sight, she would call it, and it would crawl or fly to her. As this was continued, it would more and more frequently liy to her instead of crawling, until at last it flow nearly every time it was called. When it came in this way, she would put it to her lips or to her hose, and the insect would appear to be pleased, moving its antenna gently over her lips, or taking the end of her nose between them and touching it with a patting motion.

She kept it in her room in this way, at the hotel where she was speeding the summer, until ahout the list of November. She then returned to her home, some 300 miles further south, taking the insect with her. Here she at first kept it in her chamber, but the nights being sometimes very cool it would become torpid, and not get lively again until afternoon. Thinking it too cool for "buggie" there, she removed it to the kitchen. As it atill appeared more or less dormant, she put it on a cioth above the hot-water boiler. Here it revived somewhat, but was not very l

somewhat, but was not very lively, nor did it eat very much.

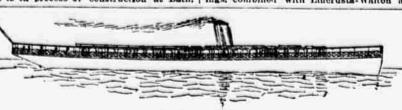
About the middle of December it fell to the floor accidentally, by which fall it was evi-dently injured, as after that time it would eat nothing, and no longer recognized the young lady. About a week later it died.

FOR SPEED AND COMFORT.

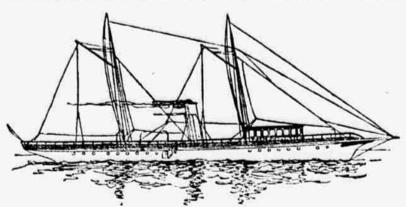
THREE STANCH STEAM *YACHTS DESIGNED BY A NEW YORKER.

One Building at Bath to Run Twenty Miles
an Hour-Wintringham to Froduce Another to Show a Fifteer-mile Guit-Harrison B. Moore's Splendid New Boat.

Three stanch and well-equipped steam yachts
are now building from designs by Henry J.
Glelow for the coming season's sport. The
first is in precess of construction at Bath.



Ma. for Hartley C. Baxter of Brunswick.
Ma. Her keel, stem, and stern post will be of white oak; the frames of oak steamed and bent and tiel across the keel by white oak floors, natural crooks. The deck beams will be of white oak, and the clamps, shell, and bilge stringers of yellow pine. The outside planking will be of yellow pine, and the deck of white pine. Great care will be taken to secure thorough fastening, and the



FOR HARRISON B. MOORE.

deck and hull will be connected by iron and hackmatack knees to withstand the strains of a seaway. There will be no pilot house, but a low trunk will extend for about two-thirds of the length of the yacht, with a wash deck forward and aft. She will have three bulkheads of steel, one at each end of the machinery and one collision bulkhead forward. The coal bunkers will also be of steel, so as to reduce the danger from fire to a minimum.

Her engines are now being built at the Portland. Me., works, and are of the triple-expansion type. The engine has been de-



The effects of the unexplained phenomenon are most apparent in Stone Lake, a beautiful hody of water situated in Lauderdale county. The lake is about a mile long and half a mile wide, and has an average depth of twenty feet, but so clear is it that the smallests objects can be seen on the bottom. A more inviting place for the angler could not be found anywhere, but, strange to say, while the other waters in that region are alive with lish, no living thing has ever been seen in Stone Lake, and the people of the vicinity contend that the water is certain death to any creature that drinks if. The wild fowl avoid it, though they swarm in the adjoining ponds and bayons. Another peculiarity of the uncanny water is that anything east into it quickly petrifles; hence the name it bears. And thereby hangs a tate, which, incredible though it may sound, is, nevertheless, devoutly believed by the simple inhabitants of the becality. It goes back to seventy years ago, when the country was first scrifed by emigrants from North Carolina. Tradition coes that on a hot aummer day, after his task was finished, an old and trusted slave of one of the pioneers got leave to go dishing, and, taking his tackle and bait, set out for the lake, which had remarked as a likely place for bass. Arriving there he walked out on a log that projected from the bank and east his bait. When night came on he had not returned home, and his absence a troil call was noted. The master, however, paid but little attention to the circumstance, thinking that old Isom had probably gone on a lark to some neighboring farm. But when Isom falled to show up next morning old Capt. Bullard became uneasy and went out in search of him. He could learn nothing of the missing slave from the neighbors. Then he organized a party and beat the woods to find him. Strango to say, he had not remembered giving isom leave to go fishing. Toward sundown a few hound with the party struck a trail and followed it to the bank of the lake. The hunters went after, and, arriving at the lake

petrified! The log on which he sat was also solid.

When the Captain and his followers had recovered from their fright they made their way home and told their story. Next day a large party of the neighbors went out and found it to be true. They discovered by dropping things into the lake the marvellous effect of the water. The stone log was once a giant hickory. Nuts that had fallen from it were seen petrified on the bottom. It was thought that isom must have slipped and fallen into the lake with his pole, and the water on his clothes and tackle took effect when he regained his perch and becan fishing.

The extraordinary figure is still intact among those who have seen it recently are Capt. Jack Haynes, the noted bear hunter, and laior Jos Wardlaw, the county court elerk of Lauderdale county.

signed to work up as high as 375 revolutions
per minute, with a boiler pressure of 225
pounds per square inch. The boiler will be
the patent tubular type, and a fan blower will
be used to increase the combustion when
speeding. She will have a surface condenser
of cooper and brass, and her pumps will be of
the independent, direct-acting type.

The yacht will be 77 feet 8 inches over all,
70 feet on load water line, 10 feet 3 inches
beam, and have 4 feet 4 inches draught of
water. She will have a plumb stem and an
overhang of 7 feet 6 inches aft. Her floor will
be long and straight, with a rise forward and
aft, and her water lines will show an aimost
stem to stem. The saloon and pilot bouse. The
pant will be fitted up with an electric light
plant, hot and cold fresh and sea-water baths,
and electric fans.
The principal dimensions of the new boat
are: Length over all, 113 feet 2 inches; length
on water line, 16 feet; death of
now ater line, 16 fe

SWITCHING OVER THE CASCADES. An Interesting Expedient in Railroading While Watting for a Tounel.

From the San Francisco Chroniele.

As Interesting Expedient in Baltronding White Waiting for a Tunnel.

The switchback, by means of which the Great Northorn Railway crosses the Cascade Mountains in Washington, is a wonderful piece of engineering. When Jim Hill, the President of the Great Northern, decided to push his road from Spokane to Puget Sound he had comparatively a fair field at all points save one. At that point he was confronted by a solid mass of granits which blocked his line for about three miles. It was determined to tunnel the mountain, but as the exervation would be nearly three filles in length and take three years to complete it was decided to build a lomperary road over the mountain in constant soon as possible connection with the constant of the properation of 4.008 feet, and the different altitudes are reached by a system of uine switchbacks. The road at one place returns three times to within 600 feet of fits. Jorner line, only a little higher up the mountain side, but it thus covers a distance of four miles in curve. It starts from Tunnel City on the east side of the mountain and runs to Nevens City on the west side. Both or these places are the points which the tunnel will connect when it is finished, and they are two miles and three-numerers apart; for the constant of the cases and four on the eastern side of the pass and four on the eastern side of the pass and four on the eastern side of the pass and four on the eastern side of the pass and four on the eastern side of the pass and cour on the eastern side of the pass and cour on the eastern side of the pass and four on the eastern side of the pass and four on the eastern side of the pass and four on the eastern side of the pass and four on the eastern side of the pass and four on the eastern side of the pass and the road rapidly pushed forward.

Last Rites. From Truth Wagleigh-I guess poor Lungleigh is not long for this world. Tagleigh-Why so? Wagleigh-The doctor sent him in his bill PROGRESS INDEED.

NOTES ON SCIENCE AND INDUSTRY. What is Going On In the World of Thought and Invention.

An interesting example of bringing the energy of a water privilege to a locality more con-venient for manufacturing purposes is that reported of the Nonotuck Silk Company, which is supplying its mills at Leeds and Haydenville with electric power generated at a rocky gorge a third of a mile from one mill and one and three-fourths of a mile from the other mill: in one mill the motors directly drive lines of shafting, while in the other mill they act as auxiliary to the water wheels and regulate them, and also with wheels and regulate them, and also with the engine at times. The motor belts upon the main shaft, which is driven by two water wheels, the latter being run at full gate without any regulator, tout the motor serves as a regulator, running at uniform speed and furnishing the remainder of the power. On the water falling too low for the water wheels and motor to run the mill, a steam engine is belted to the main shaft, the motor and water wheels furnishing their full capacity and the engine regulating the whole. An important precaution, however, in this arrangement is mentioned, namely, that of setting the governor on the engine for a speed slightly greater than its proportion to the motor and water wheels, so that is will lead, and also to prevent the motor tending to de more than its capacity.

A new method of tin mining in the Malay eninsula has attracted no little attention. the peculiar feature consisting in the introduction of short wash boxes, or, as they are there termed, "lanchut kechil." The wash box formerly employed in these operations was thirty feet long, and could only be used with a considerable head of water; a six-inch steam pump could only keep two boxes going, and, as a natural consequence, only isn't in the neighborhood of large streams of water, or in which the owners could afford steam or water power pumps could be worked—the fin deposit, in this case, being found at a depth of from ten to fifty feet below the surface. The introduction of the new method completely changes all this. The box itself is but eight feet long and is comparatively inexpensive, and can be put up where there is a pool of water; also, instead of requiring a steam pump, it can be supplied with water by one man failling with an ordinary fin. Instead, too, of the costly operation of stripping the surface soil to reach the tin, the surface soil itself is now washed by the innebut kechil, the same water being used repeatedly. box formerly employed in these operations

One of the recent industries added to the already numerous manufactures carried on in Chemnitz, Saxony, is the production of curtains made of India-rubber as the main ingredient. The material employed for this pur-pose consists of seventy-five per cent, of indispose consists of seventy-five por cent, of india-rubber, five per cent, of wool dust, five per cent, of pulverized fruit stones, ten per cent, of bleached amber varnish, and five per cent, of bleached leather waste; to these being also added, if deemed necessary, a quantity of in-fusorial earth. The various substancea thus named are together worked up with bisulphide of carbon in the most perfect manner into a thick mass, and from this are roiled out thin leaves, which are capable of being decorated with the greatest variety of ornamental pat-terns, and several of these leaves are com-bined to form a curtaip.

An improved napping machine for both cottons and woollens is being adopted by manufacturers, the machine representing a successful attempt to use wire for napping instend of teazles. The distinguishing feature of the napper is that the napping rollers are driven by gearing, which gives it a character for adaptedness peculiar to this class of mafor adaptedness peculiar to this class of machines, and presents many advantages. The gears give a positive drive and permit of very sensitive changes in the speed of the napping rolls, and it is necessary to drive the rollers only on one end. Again, the use of gears secures a uniform nap and likewise a large product, nor is it required to reduce the speed of the cloth to secure any desired nap upon any kind of goods, hence a maximum product is always assured by this napper in goods of every description.

Attention is called by a writer in the Arlisan

to the habit practised by some careless workmen, of putting surface plates, while in use, where they will get warmed up on one side, or on one more than on the other, so that they will be sprung by the heat of the sun or of the steam pipes; this being contrary to the rule that the more accurate a surface plate is the more care should be taken to keep it at a uniform temperature all over, and, as far as possible. to have that temperature the same as that of the material which is compared with it—thus. if a surface plate which has been lying in the sun and attained a temperature lying in the sun and attained a temperature of 10° is laid on a printing press bed, which, by reason of being in a dark part of a shop in a dranght, has only a temperature of 70° or even 60°, the sub will cool the working face of the surface plate and soring if out of true plane, despite its thickness or its ribs; in fact, sometimes the thickne it is the more readily it may be sprung. Further, according to the writer, if the surface plate has an even temperature all over, it will remain true unless laid upon something hetter or colder; if it has lain the sun face up its isac will get convex; if it has lain back up it will get concave on the face. At one of the great elevators in the West a

belt is in use which has a surface speed of nearly 2,800 feet per minute, the driving pulley being of sixteen feet diameter. The duck. which is the sole strength of the belt, is made from the heaviest and strongest staple cotton. weighing therty-two ounces to the square yard. The friction coments the plies so tenaweighing in received comments the piles so tenaciously together as to render it well-nigh impossible to separate them. The cover will not
crack, peel, nor readily chale, and excludes all
moisture or dampness from penetrating
and destroving the strength of the duck,
while an even smooth, metallic surface
brings it in more perfect contact with
the pulley and enables it to transmit
more horse power than a belt having a rougher
surface. It is destrived of stretch to an extent
that will prevent trouble from its becoming
loose and flabby on the pulleys, but not altogether devoid of elasticity. By means of a
powerful hydraulic stretching device it is subjected to a great strain. At the same time the
polished plates of a hydraulic belt press are
brought to bear and exert on its surface a
pressure of about 2,000 pounds to the square
necessaries of the process it is brought to an
even and uniform thickness throughout.
After this bas been accomplished, it is, by
vulcanization, rendered proof against moisture, dry rot, or decay.

A beautiful process of polishing wood with charcoat is having quite a run among the furniture manufacturers of note in Paris. Only carefully selected woods are employed of a close and compact grain, and these are covered with a coat of camphor dissolved in water, and afterward with another composed chiefly of sulphate of iron and nutgall, these two compositions, in blending, penetrating the wood and giving it an indelible fings, while at the same time they render it impervious to the attack of insects. When sufficiently dry, the surface of the wood is rubbed at first with a hard brush of couch grass, and then with charcal of substances as light and pliable as possible. Any hard grains remaining in the charcoal stratch the surface instead of rendering it perfectly smooth. Alternately with the charcoal, the operator rubs the surface with fiancel soaked in lineest oil and essence of turpentine, the flat portions having just previously been rubbed with natural stick charcoal, and the intended parts and crevices with charcoal powder. The result of this treatment is a beautiful color and a perfect polish. chiefly of sulphate of iron and nutgall, these

By means of an ingenious arrangement it is found possible, in the construction of the Jacquard card-lacing machine, to secure the cards together with two threads forming a lock stitch. To secure this desirable result, one or more ordinary sewing machine shutties are placed in recesses in the table of the machine, each supported by a sliding carrier. thes are placed in recesses in the table of the machine, each supported by a sliding carrier, the latter having a lug projecting through a slot in the bottom of a recess, and through a slot in the bottom of a recess, and through a cach lug is passed a rod, the latter connected by links and lever to an eccentric, and thus the shuttle carriers are traversed to and from smultaneously. The thread for each needle is passed from a spool arranged on a creat around tension eyelets, and then to the thread-paying-out and loop-tightening device, namely, a lever pivoted to a bracket on the creel and receiving a reciprocal movement from the needle bar. When the latter is descending, the thread is paid out to the needle, and, when it is ascending, the loop forming the stitch is tightened. The needle har is actuated by a cam, shaped so as to cause the needles to descend again after the shuttle tip has entered the loop for the purpose of paying out more thread while the shuttle is widening out and passing through the presser feet of the needles by a pogged chain and wheels; and on one of the chain-wheel shate is fixed a spur wheel, which is actuated by other wheels in conjunction with a pland and actually the suitches required.